



**PETCO PARK EVENT
TRANSPORTATION AND PARKING MANAGEMENT PLAN**

GENERAL INFORMATION

General Introduction

This Plan satisfies mitigation measures 13.2-5, 13.2-6, 13.2-7, 13.2-8, 13.2-9, and 13.2-11 of the Ballpark Mitigation Monitoring & Reporting Program (MMRP).

A successful, positive experience for people attending events at PETCO Park includes easy access to and from the facility. It is anticipated that mass transit usage, particularly the San Diego Trolley, will be a key component in transporting people to and from PETCO Park. Other modes of transportation – regularly-scheduled San Diego Transit buses, charter buses and shuttles, taxis and limousines, and foot traffic – are also essential components. Nevertheless, the private vehicle will be a significant mode of transportation to and from PETCO Park.

This Plan presents an overview of the procedures by which transportation and parking issues related to PETCO Park will be handled. It describes how vehicular and pedestrian activity in the vicinity of PETCO Park will be controlled, and also describes methods of minimizing traffic and parking impacts in the neighboring communities.

It is a living document, which will continue to develop and be modified after PETCO Park opens. Pursuant to the terms of the MMRP and an agreement with the Coalition Advocating Redevelopment Excellence (the CARE Settlement Agreement), the City and the Padres will continue to meet with representatives from the affected communities of Barrio Logan, Golden Hill, North Park, Sherman Heights and Uptown, plus other affected communities and stakeholders, for *at least* one year after PETCO Park opening to adapt and amend the Plan based on the realities of traffic, parking, and pedestrian circulation.

Motorists coming to and departing from PETCO Park will be encouraged to use specific routes and preferred parking facilities. This goal will be achieved through a combination of pre-selling parking spaces, permanent signage, changeable message signs, media releases, and mass marketing programs designed to inform the public and ballpark attendees about these travel routes and parking facilities. The use of various temporary traffic control devices, in conjunction with the deployment of Police Department personnel close PETCO Park, will give priority to the established travel routes, thereby minimizing traffic and parking impacts on the neighboring communities.

Constraints

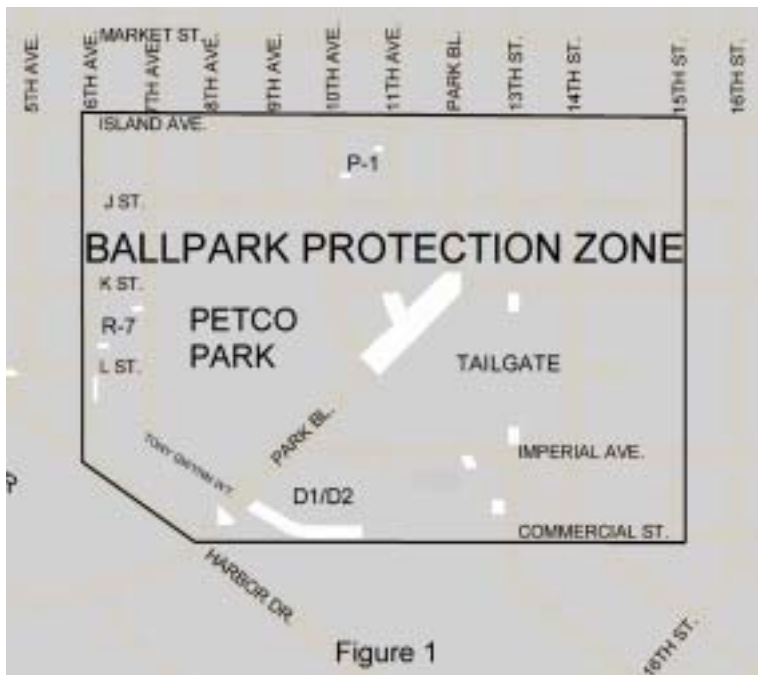
The Plan is subject to the following constraints:

- No access from southbound Park Boulevard to Harbor Drive – A legal agreement between the City and the Convention Center mandates that there will be no southbound access from Park Boulevard to Harbor Drive when there are concurrent events at PETCO Park and the Convention Center. However, the City may close southbound Park Boulevard during other PETCO Park events as well. All southbound through traffic on Park Boulevard will be routed to eastbound Imperial Avenue.
- Keep existing public transit routes open – San Diego Transit runs five regular bus lines along the Imperial Avenue/Park Boulevard/Tenth Avenue/Eleventh Avenue corridor, and the Twelfth & Imperial transit center is a major public transit hub. In addition, buses return to the San Diego Transit maintenance yard at approximately 9:30pm, and can only access the yard from Imperial Avenue.
- Avoid sending traffic into the Gaslamp Quarter – Streets in the Gaslamp Quarter – particularly Fifth Avenue – are already severely congested during evening hours and also have a large number of pedestrians. PETCO Park vehicle traffic will be routed *around* the Gaslamp Quarter.
- Minimize vehicle/pedestrian flow conflicts as much as possible – Large numbers of pedestrians and vehicles will be leaving PETCO Park at the same time. To protect pedestrians and to keep traffic flowing, areas of conflict should be kept to a minimum.
- Direct traffic away from streets which pass through adjacent neighborhoods – The CARE Settlement Agreement with the communities of Barrio Logan, Sherman Heights, Golden Hill, North Park, and Uptown stipulated maximum peak hour traffic volumes and levels of service on nine major streets outside Centre City, including Market Street, Imperial Avenue, and National Avenue. Event-related vehicular usage of these streets will be discouraged.
- Discourage or prohibit PETCO Park users from parking on-street in surrounding communities – Most of the neighborhoods adjacent to PETCO Park (Barrio Logan, Sherman Heights, and Golden Hill in particular) have extremely limited off-street parking for residents and businesses. The CARE Agreement allows these neighborhoods to implement a residential permit parking district on demand and at no cost to the residents.
- The Gaslamp Quarter and East Village both have very limited on-street parking. The MMRP requires the City and Padres to implement parking management measures that will help protect parking needed by these neighborhoods.

Geographic and Timeframe Definitions

This Plan focuses on traffic and parking impacts in three areas of central San Diego. For purposes of this Plan, these areas are defined as follows:

- “Ballpark Protection Zone” refers to PETCO Park and the streets immediately surrounding it, an area bounded by Sixth Avenue, Island Avenue, 15th Street, Commercial Street, and Harbor Drive (Figure 1). This area is shown below and will be defined in new Chapter 5, Article 9, Division 5 of the San Diego Municipal Code. Under this designation, illegal vending on public property and outdoor spaces, unauthorized special events, illegal signage and promotions as well as activities deemed to be ambush marketing, and activities detrimental to the public health, welfare, and safety of those businesses, residents, and visitors within the Ballpark Protection Zone will not be allowed.

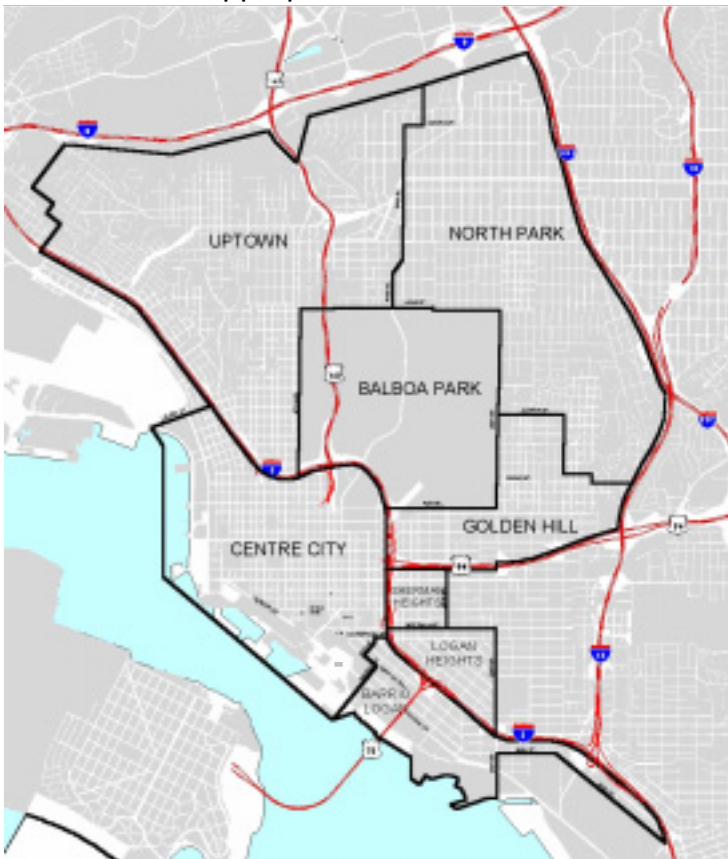


- “Centre City” refers to the remaining portions of the Centre City community planning area (bounded by I-5, Laurel Street, San Diego Bay, and Commercial Street). This includes the districts of Little Italy, Cortez, Core, Columbia, Horton Plaza, Marina, Gaslamp Quarter, and East Village (Figure 2).



- “Neighboring Communities” refers to the community planning areas or neighborhoods immediately adjacent to Centre City: Barrio Logan, Sherman Heights, Golden Hill, North Park, and Uptown (Figure 3).

The unique needs of specific neighborhoods, districts, or communities are addressed as appropriate in the Plan.



In order to regulate and prohibit certain activities in the Ballpark Protection Zone within the City, in the interest of protecting the public health, welfare and safety of those businesses, residents, and visitors in the use of PETCO Park, the Ballpark Protection Zone shall be subject to many of the same special rights and obligations that apply to a Special Event Venue (as defined in Chapter 2, Article 2, Division 40 of the San Diego Municipal Code). beginning four + ½ hours before any Padres game or baseball event, or 2 hours before the scheduled start time of any City event, and ending one hour after the conclusion of an event. “Conclusion of an

event” refers to the expiration of the allotted playing time or termination of play in relation to any particular sporting event. In relation to non-sporting events, the event shall be deemed concluded at the time designated by the permit granted for the use of PETCO Park or its Parking Facilities, or the end of any particular band performance, stage show, program, or concert, whichever is earlier.

Figure 3

PERMANENT TRAFFIC CONTROL

New traffic signals will be installed on Imperial Avenue at 17th Street and at 17th and J Street as mitigation for PETCO Park traffic.

Sixth Avenue between Market Street and L Street has been converted to one-way southbound.

Seventh Avenue between Market Street and L Street has been converted to one-way northbound.

K Street between Sixth Avenue and Seventh Avenue has been converted to one-way eastbound.

These improvements will be in place by opening day.



PARKING SUPPLY, ACCESS, AND EGRESS

Parking Supply

The Centre City parking inventory shows that there are over 55,000 parking spaces within the downtown area. These spaces are located in surface parking lots, parking structures, and in office building parking garages. Approximately 11,000 parking spaces throughout Centre City will be allocated for PETCO Park use. These spaces will be clustered into six “zones” (described below), with prices based on each zone’s proximity to PETCO Park. The remainder of the parking spaces will be open to the general public on a “first-come, first-serve” basis, with market-rate pricing. An additional 5500 parking spaces will be made available at Qualcomm Stadium, with direct trolley service to PETCO Park.

Season ticket holders will have the opportunity to purchase pre-assigned parking in the allocated spaces. The Padres will encourage season ticket holders to take advantage of this opportunity. The season ticket holder will select a parking zone based on proximity to PETCO Park and parking rate. The Padres will then notify the season ticket holder of the garage to which they have been assigned within that parking zone, and will provide directions to that parking facility.

Pre-paid parking will also be offered to individual ticket buyers at point of ticket purchase when applicable.

Parking Zones

Parking spaces allocated for PETCO Park use have been distributed among six parking “zones” in Centre City. The boundaries of these parking zones are shown in Figure 4 and in the following table:

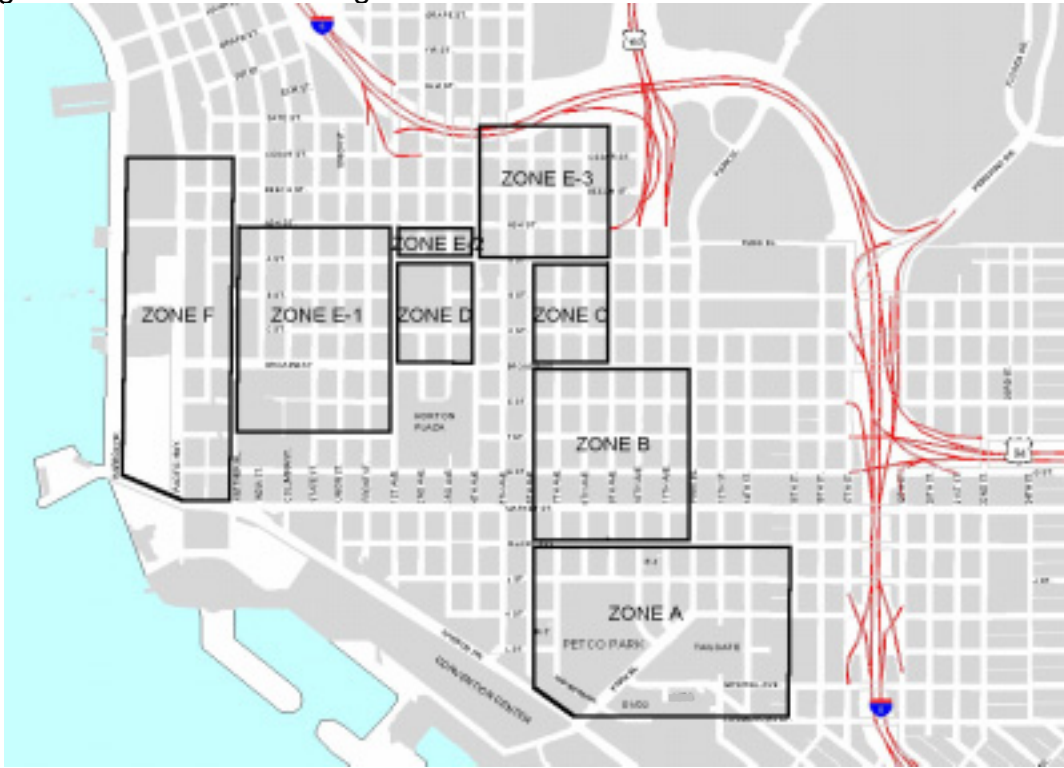


Figure 4

Zone	North	South	West	East
A	Island Ave	Commercial St	6 th Avenue	15 th Street
B	Broadway	Island Avenue	6 th Avenue	12 th Avenue
C	A Street	Broadway	4 th Avenue	9 th Avenue
D	A Street	Broadway	1 st Avenue	4 th Avenue
E-1	Ash Street	F Street	Kettner Blvd.	1 st Avenue
E-2	Ash Street	A Street	1 st Avenue	4 th Avenue
E-3	Date Street	A Street	4 th Avenue	9 th Avenue
F	Cedar Street	Harbor Drive	Harbor Drive	Kettner Blvd.

Parking facilities in the immediate vicinity of PETCO Park (Zone A) are shown in Figure 5, and include:

- Tailgate Park
- The P-1 parking structure
- The D1/D2 surface lot
- The R-7 parking structure



Figure 5

Tailgate Park, P-1, and D1/D2 will be for exclusive PETCO Park use on event days. The R-7 structure will not have pre-sold or reserved spaces for PETCO Park use; it's primary intended function is to provide parking for visitors to the adjacent Gaslamp Quarter. However, it is prudent to assume that its proximity to PETCO Park will make it an attractive parking alternative for PETCO Park attendees. Closer in time to the actual completion of the R-7 structure, and as actual fan traffic patterns are ascertained, specific plans for handling ballpark traffic using R-7 will be developed.

Preferred Access Routes to Parking Facilities

Primary routes between the freeway system and the parking zone locations are shown in the following tables, and in Figures 6 (inbound) and 7 (outbound).



Figure 6

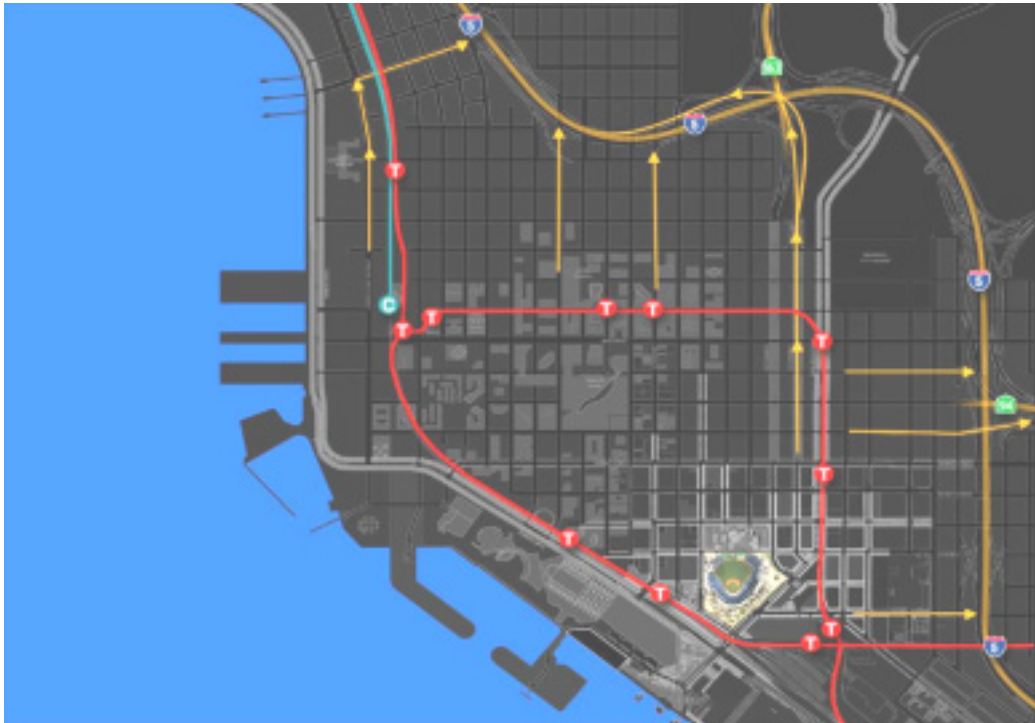


Figure 7

Parking Zones by Primary Routes

INBOUND OFF- RAMP(S)	OUTBOUND ON- RAMP(S)	PARKING ZONES ACCESSED	FREEWAYS ACCESSED
Front St	1 st Ave	D E-1 E-3 F (inbound only)	I-5 North Coastal I-5 North Coastal I-5 North Coastal (via Cedar St in, via Elm St out) I-5 North Coastal (via Ash St)
6 th Ave	5 th Ave	C D E-2 E-3	I-5 South Bay SR-94 (via I-5 South Bay) I-5 South Bay SR-94 (via I-5 South Bay) I-5 South Bay SR-94 (via I-5 South Bay) I-5 South Bay SR-94 (via I-5 South Bay)
10 th Ave	11 th Ave	A B C D E-3	I-5 North Coastal SR-163 I-5 North Coastal SR-163 I-5 North Coastal (via B St in, via A St out) SR-163 (via B St in, via A St out) SR-163 (via Ash St in, via A St out) I-5 North Coastal (via B St in, via A St out) SR-163 (via Ash St in, via A St out)
F St	G St	A B C	SR-94 (via 10 th Ave in, via 11 th Ave out) (via 13 th Street in, via K Street/16 th Street out) SR-94 SR-94 (via 7 th Ave in, via 8 th Ave out)
Imperial Ave	Imperial Ave	A	I-5 North Coastal (via 17 th St in, via 19 th St out) I-5 South Bay (via 19 th & J in, via 17 th & J out)
Hawthorn St (northbound) Sassafras St (southbound)	Grape St	E-1 F	I-5 South Bay (via Pacific Hwy & Broadway in, via Ash St & Pacific Hwy out) SR-94 (via I-5 South Bay) SR-163 (via I-5 South Bay) I-5 North Coastal (via Sassafras St in, via Pacific Hwy out) I-5 South Bay (via Pacific Hwy) SR-94 (via I-5 South Bay) SR-163 (via I-5 South Bay)

Primary Routes by Parking Zones

PKG ZONE	FREEWAYS	INBOUND OFF-RAMP(S)	OUTBOUND ON-RAMP(S)
A	I-5 North Coastal I-5 North Coastal I-5 South Bay SR-94 SR-163	Imperial & 17 th 10 th Ave 19 th & J St F St 10 th Ave	Imperial & 19 th 11 th Ave 17 th & J St G St 11 th Ave
B	I-5 North Coastal SR-94 SR-163	10 th Ave F St 10 th Ave	11 th Ave G St 11 th Ave
C	I-5 North Coastal I-5 South Bay SR94 SR-94 (via I-5) SR-163	10 th Ave (via B St) 6 th Ave F St (via 7 th Ave) 6 th Ave 10 th Ave (via B St)	11 th Ave (via A St) 5 th Ave G St (via 8 th Ave) 5 th Ave 11 th Ave (via A St)
D	I-5 North Coastal I-5 South Bay SR-94 (via I-5) SR-163	Front St 6 th Ave 6 th Ave 10 th Ave (via Ash St)	1 st Ave 5 th Ave 5 th Ave 11 th Ave (via A St)
E-1	I-5 North Coastal I-5 South Bay SR-94 (via I-5) SR-163 (via I-5)	Front St Hawthorn St (via Pacific Hwy & Broadway) Hawthorn St (via Pacific Hwy & Broadway) Hawthorn St (via Pacific Hwy & Broadway)	1 st Ave Grape St (via Ash St & Pacific Hwy) Grape St (via Ash St & Pacific Hwy) Grape St (via Ash St & Pacific Hwy)
E-2	I-5 North Coastal I-5 South Bay SR-94 (via I-5)	Front St 6 th Ave 6 th Ave	1 st Ave 5 th Ave 5 th Ave
E-3	I-5 North Coastal I-5 North Coastal I-5 South Bay SR-94 (via I-5) SR-163	Cedar St 10 th Ave (via B St) 6 th Ave 6 th Ave 10 th Ave (via Ash St)	Elm St 11 th Ave (via A St) 5 th Ave 5 th Ave 11 th Ave (via A St)
F	I-5 North Coastal I-5 North Coastal I-5 South Bay SR-94 (via I-5) SR-163	Kettner Blvd Front St (via Ash St) Hawthorn St (via Pacific Hwy) Hawthorn St Hawthorn St	Grape St (via Pacific Hwy) Grape St (via Pacific Hwy) Grape St (via Pacific Hwy) Grape St (via Pacific Hwy) Grape St (via Pacific Hwy)

Traffic Flow & Control – Inbound

The City and Padres will implement comprehensive and intensive public information programs to educate all ballpark attendees about the options for driving to the downtown area and the ballpark. The City shall be primarily responsible for publicizing and implementing the ETMP, while the Padres will be primarily responsible for educating PETCO Park guests and the general public. Holders of pre-sold parking tickets will be given printed directions to the parking facility they have been assigned. These directions will minimize or eliminate any confusion that drivers who are unfamiliar with downtown San Diego might have, as well as directing PETCO Park-related traffic to specific streets. Changeable message signs on the freeway system and on City streets, as well as other signage, will also be employed.

Police Department Special Event Traffic Control personnel will be at locations closer to PETCO Park (Parking Zone A), to control pedestrians and direct vehicular traffic where it can be assumed that the high density of pedestrians and vehicles will face the greatest conflict.

Traffic Flow & Control – Outbound

Immediately following an event, there will be a large number of pedestrians departing PETCO Park and moving toward their cars, trolley stations, buses, and downtown businesses. The dispersal of pedestrians into the downtown street grid will be a significant factor in minimizing the number of pedestrian/vehicle conflict points. In the first minutes at the end of an event, when the greatest numbers of attendees are departing, some streets immediately surrounding PETCO Park may be closed to vehicular traffic to facilitate this dispersal.

Each parking facility in Parking Zone A (Tailgate Park, P-1 and D1/D2, will have an exit plan, tailored and adjusted to the characteristics and the traffic patterns experienced at each facility, which will be implemented after an event at PETCO Park, when there will be heavy pedestrian and vehicle traffic present. When the number of pedestrians and vehicles exiting the vicinity has decreased, traffic circulation patterns will be returned to normal.

PUBLIC INFORMATION PROGRAM

The San Diego Padres will ensure that the general public and Padres ticket holders are fully informed regarding all features of the transportation and parking plan for PETCO Park. A public information plan will utilize the Padres extensive communications sources to inform and educate the public. Major features of this program will include printed materials, on-line information, media exposure (print, radio and television) and other in-ballpark information sources.

PRINTED MATERIALS

The Padres will produce printed materials detailing information regarding parking and transportation for PETCO Park. Information to be included will be locations of available parking garages/lots, modes of public transit, suggested vehicular and recommended pedestrian ingress and egress routes. Printed information will also present maps, general parking prices and costs for the various modes of transportation.

The printed materials will be widely distributed with throughout the region. In addition, they will be available to the general public and be mailed to all season ticket customers and other ticket purchasers as necessary.

ON-LINE INFORMATION

The Padres will make transportation and parking information for PETCO Park available on the World Wide Web through a variety of links including but not limited to:

Padres Home Page
PETCO Park Home Page
City of San Diego Home Page
Traffic Information Page

Addresses for on-line links will be listed on PETCO Park printed materials as they relate to transportation and parking.

RADIO/TELEVISION

The Padres will use both television and radio to communicate information regarding PETCO Park transportation and parking.

Television may be used to promote the key messages of the transportation and parking plans for PETCO Park as well as promoting available modes of transportation with clear instructions on how this information may be obtained.

Radio may be used to assist PETCO Park guests in their travel to PETCO Park by relaying real time information and current traffic reports. Other announcements may be made to relay information to prospective PETCO Park guests on the most convenient routes or best modes of transportation.

IN-BALLPARK INFORMATION

The Padres comprehensive communication program will also include in-ballpark messages to keep the public informed. Kiosks are to be located inside and around PETCO Park, providing transportation-related information.

Scoreboard messages and public address announcements may be used to communicate messages specific to transit system operations.

Finally, the Padres will also employ “Traffic Ambassadors” throughout downtown and near PETCO Park to answer questions and offer assistance regarding transportation and parking.

EVENT TRAFFIC CONTROL

Temporary Street Closures

In order to facilitate the movement of pedestrians in the immediate vicinity of PETCO Park, certain streets will be closed to vehicular traffic. Some of these closures will occur only before or after an event, remaining open while the event is in progress. Others will be closed for the entire duration of the event. It is the intent of the Police Department to return the street system to normal operations as soon as possible after an event has ended.

The following streets are subject to closure on event days (Figure 8):

Southbound Park Boulevard between Market Street and Library Circle: Closed to all vehicle traffic after PETCO Park events to eliminate conflicts with pedestrians moving between PETCO Park and the Park & Market trolley station. May be closed to vehicle traffic before events to facilitate pedestrian flow.

Northbound Park Boulevard between Eleventh Avenue and Library Circle: Closed to all traffic after PETCO Park events to eliminate conflicts with vehicles exiting Tailgate Park.



Figure 8

Tony Gwynn Way between L Street and Park Boulevard: Closed to all traffic, with the following exceptions:

- Emergency vehicles
- Media vans
- Vehicles which have credentials to park inside PETCO Park
- Drop-off and pickup of attendees with special needs

Southbound Park Boulevard between Imperial Avenue and Harbor Drive: Closed to vehicular traffic before and after PETCO Park events. When a significant event is taking place at the Convention Center at the same time as a PETCO Park event, southbound Park Boulevard will also be closed during the PETCO Park event. The purpose for this closure is the commitment made to the San Diego Convention Center which prohibits PETCO Park event traffic from using the Park

Boulevard/Harbor Drive intersection when there are concurrent events at the Convention Center.

14th Street between K Street and Imperial Avenue: May be closed to traffic before, during, and after PETCO Park events to allow for bus parking at this location. Access for residents will be allowed.

J Street between Sixth Avenue and Tenth Avenue: Closed to all traffic before, during and after PETCO Park events to facilitate pedestrian flow. Access for residents will be allowed.

Seventh Avenue between L Street and Island Street: May be closed to all traffic after PETCO Park events to facilitate pedestrian flow.

Eighth Avenue between J Street and Island Avenue: Closed to all traffic before, during, and after PETCO Park events to facilitate pedestrian flow.

Ninth Avenue between J Street and Island Avenue: Closed to all traffic before, during, and after PETCO Park events to facilitate pedestrian flow.

K Street between Sixth Avenue and Seventh Avenue: Closed to all traffic (Clarion Hotel traffic excepted) after PETCO Park events to facilitate pedestrian flow.

L Street between Sixth Avenue and Seventh Avenue: May be closed to all traffic (Omni Hotel traffic excepted) after PETCO Park events to facilitate pedestrian flow.

Parking Prohibitions

Parking will be prohibited on the following streets when the Ballpark Protection Zone has been designated a Special Event Venue (Figure 9):

- Seventh Avenue between Island Avenue and L Street
- Eighth Avenue between Island Avenue and J Street
- Ninth Avenue between Island Avenue and J Street
- Tenth Avenue between F Street and Park Boulevard
- Eleventh Avenue between F Street and Park Boulevard
- J Street between Sixth Avenue and Eleventh Avenue
- K Street between Sixth Avenue and Seventh Avenue
- L Street between Sixth Avenue and Seventh Avenue
- Park Boulevard between K Street and Harbor Drive
- Imperial Avenue between Park Boulevard and 19th Street

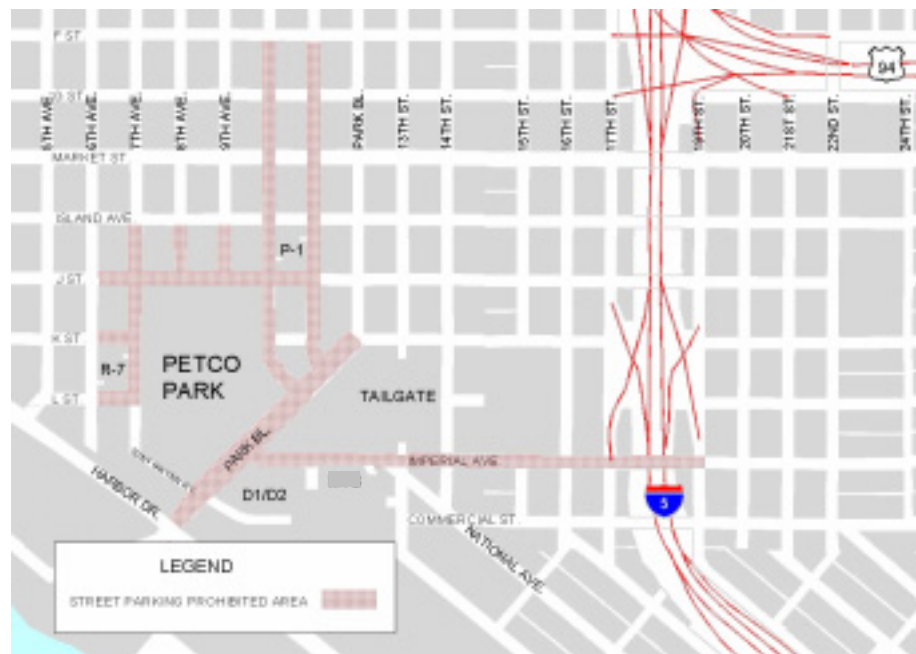


Figure 9

Traffic Signal Operations

Before and after PETCO Park events, selected traffic signals leading to and from the PETCO Park will be put in a “special event” timing phase to give priority to Sixth Avenue/Seventh Avenue, Tenth Avenue/Eleventh Avenue, and F Street/G Street. As an alternative, the signals in these corridors may be manually operated.

RAMP METERING (POST-EVENT)

Caltrans freeway ramp meters are generally not functioning on weekends or on weekday evenings after 7:00pm. The ramp meters can be activated after PETCO Park events if traffic volumes on the freeway system reach peak hour levels.



TRANSIT MANAGEMENT

Trolley

PETCO Park is served by three San Diego Trolley stations – 12th & Imperial (three platforms), 12th & Market, and Gaslamp – and both the Orange and Blue Lines. In addition, San Diego Trolley runs Green Line service during special events; the Green Line route uses the Bayside segment of the Orange Line and the Old Town segment of the Blue Line, bypassing the downtown loop and the America Plaza transfer station (Figure 10).



Figure 10

Additional post-event service on the Orange and Blue lines may be provided on an as-needed basis. The majority of these trains would depart from the 12th & Imperial station and would immediately proceed east and south without going through the downtown loop.

Future track improvements at the 12th and Imperial station will improve access to the east and south from the Bayside platform at that station. This will allow San Diego Trolley greater flexibility in trolley scheduling. These improvements are funded and are in the process of being scheduled.

Coaster

The Coaster commuter train ends its passenger service at the Santa Fe Depot. Passengers bound for PETCO Park will then either board a trolley at the Santa Fe Depot or America Plaza trolley station, use a taxi or other paratransit service, or walk to PETCO Park.

Regularly-Scheduled Bus Service

San Diego Transit operates three routes past PETCO Park: Routes 4, 11, and 25. In addition, two other routes serving South Bay communities – Routes 901/902/903 and 929 – also pass PETCO Park. All of these routes use the 12th & Imperial transfer station, Imperial Avenue, Park Boulevard, and the Tenth Avenue/Eleventh Avenue couplet (Figure 11).

PETCO Park Event Bus Service

The drop-off location for private charter buses and the North San Diego County Transit District's "Padres Express" service will be the west side of 14th Street between K Street and Imperial Avenue, immediately east of Tailgate Park. The south side of K Street between 13th Street and 14th Street will be used as overflow bus parking.



RAIL SAFETY

Rail Safety Measures at Park Boulevard & Harbor Drive

Southbound Park Boulevard will be closed to all private vehicular traffic at Imperial Avenue before and after PETCO Park events. Only authorized vehicles will be allowed access on southbound Park Boulevard as far as Tony Gwynn Way. Vehicular access from southbound Park Boulevard across the tracks to Harbor Drive will be prohibited.

Pedestrians moving between PETCO Park and the Twelfth & Imperial trolley station platforms will be directed to the intersection of Park Boulevard and Imperial Avenue by the use of clearly-marked and signed pedestrian walkways. Physical barricades with “No Ped Xing” signs will be used to prohibit pedestrians from crossing Park Boulevard between the tracks and Imperial Avenue. In addition, a median barrier – either a fence or foliage – will extend down Park Boulevard between Imperial Avenue and the railroad/trolley tracks. During PETCO Park events, traffic control personnel will be stationed at both Park Boulevard and Tony Gwynn Way to direct pedestrians away from the railroad tracks and toward appropriate routes of travel.

The intersection of Harbor Drive and Park Boulevard will be designed in accordance with the recommendations set forth in the Hazards Analysis prepared by RailPros in connection with PUC Application No. A.01-09-012. The crossing will be protected by four-quadrant gates with a vehicle presence detection system, raised medians along Park Boulevard at the rail crossing, presignals controlling southbound movements over the crossing, signal phasing and preemption. A copy of RailPros’ report detailing these safety features is included in this Plan and incorporated by reference.

All pedestrian traffic crossing the rail tracks and Harbor Drive will be directed over a pedestrian bridge that will connect the D-1/D-2 lot with a new parking garage being built by the Port District on the bayfront side of Harbor Drive. The only leg of the Harbor Drive/Park Boulevard intersection to be striped with a crosswalk will be the leg between the Convention Center and the Campbell Shipyard site, parallel to Harbor Drive. The remaining three legs will be “pedestrian unfriendly” to discourage pedestrians from crossing Harbor Drive or Park Boulevard at that intersection. There will be no pedestrian crossing indicators (walk/don’t walk) or signal activation buttons on the traffic signals at these locations. Permanent physical barriers with “No Ped Xing” signs will be placed at these locations.

Until a pedestrian bridge is built across the east leg of the Harbor Drive/Park Boulevard intersection, all pedestrian traffic originating from PETCO Park that desires to cross Harbor Drive will be directed to the existing pedestrian crossing at Fifth Avenue. After the pedestrian bridge has been built, pedestrian traffic from PETCO Park will be directed to the intersection of Park Boulevard and Imperial Avenue, then south to the bridge.

TAXICAB, PEDICAB, & BICYCLE MANAGEMENT

Taxicabs, pedicabs, and other short-ride vehicles will help provide transportation between PETCO Park and other downtown locations such as the Gaslamp District, hotels, and outlying parking facilities. However, due to the high concentration of pedestrians and motor vehicles in the vicinity of PETCO Park, the locations where these forms of transportation can operate will be restricted to designated pick-up and drop-off zones.

Specific staging areas for taxicabs will be designated within the Ballpark Protection Zone.

Pedicab activity is specifically prohibited within the Ballpark Protection Zone when it has been designated as a Special Event Venue.

At the Home Plate Plaza of PETCO Park, there will be PEDALO DUO Bicycle Stands for use of guests and employees. There are thirteen (13) stands, which allow for two (2) bicycles per stand for a maximum capacity of thirty-six (36) bicycles at Home Plate Plaza.

There is the potential for adding additional bicycle parking locations should there be a demand.



CRITICAL INCIDENT MANAGEMENT PLANS/PROCEDURES

A Critical Incident Response (CIR) and Emergency Evacuation (EE) Plan for PETCO Park and the surrounding areas is being developed and incorporating all relevant stakeholders in this planning process. The strategic planning and implementation team for this process has included but not limited to the Department of Homeland Security, Federal Bureau of Investigation, San Diego Police, San Diego Fire & Rescue, San Diego County Sheriffs, California Highway Patrol, Port Authority of San Diego (Harbor Patrol), PETCO Park Management, San Diego Padres, Elite Show Services, American Medical Response, Emergency Preparation Disaster Medical Response, Mercy Air, Ace Parking, Burlington North Santa Fe, Caltrans, FAA, Metropolitan Transit Development Board, North County Transit District, San Diego Association of Governments, San Diego Regional Airport Authority, San Diego Unified Port, Center City Development Corporation (CCDC), San Diego Convention Center Corporation, Clarion Hotel, Omni Hotel, JMI Realty, San Diego County Department of Environmental Health-HAZMAT Division, and the City and County of San Diego.

The CIR/EE Plan addresses and provides for specific operational and procedural direction as it relates to potentially hazardous situations (natural, accidental or terrorist) that might place Ballpark attendees, surrounding structures or citizens in a dangerous or life threatening situation.

The CIR/EE Plan addresses specific response needs to situations or events that may occur at any time and is therefore not limited to before, during or after a baseball games or other Ballpark events.

Specific primary goals of the PETCO Park CIR/EE plan are to:

- Provide a highly safe and secure environment for Ballpark guests, area visitors, retail and private stakeholders.
- Protect the information, property, public image and reputation of the City of San Diego, San Diego Padres and PETCO Park.
- Promote an ongoing proactive and integrated approach to enhancing security services and operations.
- Maximize the informational exchange between all relevant area life-safety officials to enhance their safety when dealing with a Ballpark area situation.

ATTENDEES WITH SPECIAL NEEDS

Parking spaces for persons with disabilities will be provided in all parking facilities, as required by law. These persons will be advised of the location of the closest available parking spaces. Information regarding these locations will be included in the public information program and will be available from City's and Padres' Website.

Drop-off areas for persons with disabilities or other special needs will be provided. Drivers who are dropping off attendees with special needs will be allowed access to closed-off streets on all sides of PETCO Park upon presentation of a valid DMV-issued disabled persons placard.

NEIGHBORHOOD TRAFFIC CONTROL

Event-related traffic will not reduce the level of service on streets in Sherman Heights, Barrio Logan, Golden Hill, North Park and Uptown by more than two levels, but in no case below a level of service (LOS) D. Therefore, the following streets (specified in the CARE settlement agreement) will be monitored for traffic volumes immediately prior to and one month after PETCO Park opening, with additional subsequent monitoring as needed:

	Peak Hour <u>Trips/LOS</u>
• Imperial Avenue east of I-5	(1300/D)
• Market Street east of I-5	(2000/C)
• Broadway east of I-5	(1000/C)
• C Street east of I-5	(1000/C)
• B Street east of I-5	(900/D)
• Pershing Drive north of Florida Drive	(2500/D)
• Commercial Street east of I-5	(750/C)
• National Avenue south of Commercial Street	(1000/C)
• Cesar E. Chavez Parkway north of Harbor Drive	(2500/D)

Should traffic volumes on any of these streets exceed those set forth above (and as stipulated in the CARE settlement agreement), staff from the City and Padres will work with representatives of CARE and the Affected Neighborhoods to evaluate whether the increase is ballpark-related, whether the increase results in an unacceptable LOS (that is, an LOS below level D), and if so what traffic measures might be implemented to address the problem.

In addition to the streets listed above, the following streets will also be monitored to identify any PETCO Park event-related traffic impacts:

- First Avenue north of Elm Street
- Fifth Avenue north of Elm Street
- Sixth Avenue north of Elm Street
- Park Boulevard north of I-5
- Island Avenue east of I-5
- J Street east of I-5
- Logan Avenue south of Commercial Street
- Florida Drive north of Pershing Drive
- North Park Way west of I-805/Boundary Street OR
I-805 southbound off-ramp at North Park Way and I-805 northbound on-ramp
at University Avenue

All streets listed above have been monitored and will continue to be monitored until the opening of PETCO Park to provide longer-range baseline traffic volumes.

Cite 13.2-8; Add “The City will work with the neighborhoods to ensure the measures taken reasonably meet their needs.

RESIDENTIAL/NEIGHBORHOOD PARKING

As a condition of the CARE Settlement Agreement, the communities of Barrio Logan, Sherman Heights, Golden Hill, North Park, and Uptown are entitled to residential permit parking districts for PETCO Park events, at the request of each community.

A typical parking district is established in response to parking impacts on a residential neighborhood from a nearby “parking generator” such as a hospital, school, or other large employer. Studies are performed to quantify the number of vehicles registered outside the boundaries of the proposed district, and to determine the average length of time these vehicles are parked in the residential neighborhood. These studies will determine whether or not a parking district is justified and is an appropriate solution to the neighborhood’s parking problems. If a parking district is implemented, residents are issued decals which allow them to park their vehicles on-street during the hours the district is in effect. Because the parking district is established in response to work- or school-related parking, a typical parking district is in effect only Monday through Friday (holidays excepted) and generally during business hours (ie, 7:00 am to 8:00pm).

There are two main differences between a typical parking district and the parking districts envisioned by the CARE Agreement. One is that PETCO Park events will be held sporadically, including evenings and weekends so that a single timeframe is not workable. The other is that the CARE Agreement stipulates that the parking district will be established “at the request of the neighborhood”; without the need for additional studies.

In addition, PETCO Park event parking districts will need to be established quickly in order to minimize parking impacts on the neighborhoods. However, because PETCO Park is not yet complete and open, there is no way to determine where parking impacts may occur.

Working as a team, representatives from the City of San Diego and the Sherman Heights neighborhood developed the following prototype for a PETCO Park Event Residential Permit Parking District.

It was determined that rather than a complete ban on parking except for vehicles with decals, a two-hour time limit for parking on-street would be established during PETCO Park events. This will allow for businesses to have on-street customer parking, and for short-term visits to residents in the neighborhood without the fear of a parking citation. The two-hour period will also serve as a “grace period” for those visitors to the neighborhood who may be unaware that there is an event at PETCO Park and that the parking district is being enforced. *Residents will be issued decals that exempt them from the two-hour limit.*

The phone number of a PETCO Park event info line will be added to the parking restriction signs. This will provide yet another means for a parker to determine if the district is in effect. Specific contact information will be included in the Public Information Program.

A standard fine for a parking violation in a parking district is in the range of \$35 to \$40. It was felt that this amount was too low to be a deterrent; depending on the number of passengers in the vehicle, splitting the cost of the citation would result in a per-passenger parking “fee” that could be less than or equal to that which is charged at one of the outlying garages. It was recommended that the fine for parking illegally in the PETCO Park Event Residential Permit Parking District be adjusted to a much higher amount; \$150 was suggested. The actual amount of the fine will be determined by the City Council. The amount of the fine should be posted as an added deterrent.

Because there is no way to accurately determine where parking impacts may occur, and because establishing a district on streets where there may be no impacts would be intrusive, the districts will not be implemented until after PETCO Park opens and parking patterns have been established.

To do this in a time-effective manner, enabling legislation declaring each of the participating neighborhoods to be a potential parking district will be enacted by the City Council, with the provision that a parking district would be implemented at the discretion of the City Manager and at the request of each neighborhood. This will allow block-by-block implementation in areas where impacts have been, identified by the City, residents and businesses, without imposing parking restrictions on streets where there are no impacts.

It was also noted that some cultural and community resources (such as Villa Montezuma) frequently have programs and events at the same time that PETCO Park events may be occurring. It was recommended that these institutions be issued a set of parking permits on placards for use by their attendees. A driver's license would be left as a deposit to assure the return of the permits and to avoid abuse of the permit system.

Visitor permits will not be issued, to prevent them from being “rented” to non-residents.

TELEPHONE NUMBERS/CONTACT ROSTER

San Diego Padres	(619)881-6500
San Diego Police Department, Ballpark Events Sergeant	(619) 533-5725
City of San Diego Transportation Engineering Division	
City of San Diego Parking Management Division (for On-Street Parking Enforcement)	(619)685-1410
City of San Diego Neighborhood Code Compliance Division (for Off-Street Parking Enforcement in Neighborhoods)	(619)236-5500
Caltrans	(619)688-6699
San Diego Trolley/MTDB	(619)231-1466
San Diego Transit/MTDB	(619)231-1466
North County Transit (Coaster)	(760)966-6503
Burlington Northern & Santa Fe Railroad (Amtrak)	(619)239-9021
San Diego & Imperial Valley Railroad/MTDB	(619)231-1466
San Diego Unified Port District	(619)686-6220
Ace Parking (Administration)	(619)235-6353
Towed Vehicle Information/Impound	(619)531-2844
Paradise in Progress Construction Info Line	(619) 533-7150